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National City Bank of New York

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Review of Commercial, Industrial
and Economic Conditions in 1919



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The National City Bank
of New York

1919

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Branches in Cuba of The National City Bank of New York

CITY	PROVINCE	DATE OF OPENING	POPULATION* OF CITY OF PROVINCE	INDUSTRIES OF AREA
Artemisa	Pinar del Rio.....	June 11, 1919.....	20,000	Tobacco, coffee, fruits, cattle
Caibarien	Santa Clara.....	May 20, 1919.....	15,000	Sugar, coffee, timber, cattle
Cardenas	Matanzas	Jan. 16, 1919.....	35,000	Sugar, cattle, cotton, rice
Camagüay	Camagüay	Apr. 1, 1919.....	98,000	Sugar, iron, timber, cattle
Ciego de Ávila	Camagüay	July 1, 1919.....	10,000	Sugar, iron, timber, cattle
Cienfuegos	Santa Clara.	Jan. 2, 1919.....	86,000	Sugar, coffee, timber, cattle
Guantanamo	Oriente	Apr. 15, 1919.....	63,000	Sugar, iron, copper, coffee
*Havana	Havana	Aug. 20, 1919.....	375,000	Tobacco, sugar, fruits, rice
Manzanaillo	Oriente	Apr. 15, 1919.....	65,000	Sugar, iron, copper, coffee
Matanzas	Matanzas	Jan. 2, 1919.....	60,000	Sugar, cattle, cotton, rice
Pinar del Rio	Pinar del Rio.....	June 24, 1919.....	55,000	Tobacco, coffee, fruits, cattle
Sagua la Grande	Santa Clara.	Jan. 2, 1919.....	31,000	Sugar, coffee, timber, cattle
Santa Clara.....	Santa Clara.....	June 23, 1919.....	65,000	Sugar, coffee, timber, cattle
Santiago de Cuba	Oriente	May 10, 1919.....	68,000	Sugar, iron, copper, coffee
Union de Reyes	Matanzas	June 23, 1919.....	15,000	Sugar, cattle, cotton, rice

* Also sub-branches at Cuatro Caminos and Avenida Italia.

** Estimate for 1919, based on 1916 figures of Statesman's Year Book.

C U B A

Cuba, which was once described by James G. Blaine as "the most valuable piece of agricultural real estate on the globe," has as its greatest value its power of sugar production. Lying at the door of the greatest sugar market of the world—the United States—it has steadily increased its output of sugar from 1,000,000 long tons in the sugar year 1902-3 to 2,600,000 tons in 1913-14, which immediately preceded the war; 3,000,000 tons in 1915-16; then 3,446,000 in 1917-18, and an estimate for the crop year 1918-19 is placed at 4,000,000 tons. Thus the actual production has increased over 50% during the war period, and Cuba now produces about 25% of the world's sugar as against an average of about 11% in the decade preceding the war.

While this large increase in sugar production in Cuba and in the share which she supplies of the world's output is due in part to the fall off in production of beet sugar in the countries recently participating in the war, the indications are that Europe will be slow in returning to anything like pre-war production, and that therefore the enlarged demands upon Cuba will continue indefinitely. Germany, Russia, and Austria-Hungary were the chief producers of the European beet sugar crop. Russia is so completely disorganized that there seems little prospect of a return in the near future to anything like normal production; Austria-Hungary has been broken up into half a dozen new political divisions.

few, if any of them, having a frontage on tide-water, while the German press is bitterly complaining of the inability to obtain labor, soil foods or capital with which to re-establish the beet production which was reduced about 33% during the war despite all efforts of the Government to maintain this important food supply.

With these conditions in Europe and the growing demand of the world for additional supplies of sugar, Cuba's prospect in this, the most important of her industries, seems good. The world's consumption of sugar practically doubled in the decade preceding the war, advancing from 21,310,000,000 pounds in 1905 to 41,972,000,000 in 1914, and with the whole world hungry for sugar due to the governmental and other attempts at restriction of consumption during the war there seems good reason to expect a somewhat similar increase in consumption in the next decade.

WORLD'S LARGEST SUGAR PRODUCER

Cuba is now the world's largest producer of sugar, the estimates by the highest authorities of the production for the sugar year 1918-19 for Cuba being 4,000,000 long tons, India 2,337,000, Java, 1,670,000, the United States 921,000, the Hawaiian Islands 530,000, and Porto Rico 410,000, while for all the countries of Europe the estimate is but 3,693,000 tons, or slightly less than that of Cuba alone. This estimate by the highest authorities (Willett and Gray) would indicate that Cuba's crop in the current sugar year will form nearly 25% of the world's output against an average, as above indicated, of about 11% in the decade prior to the war.

These facts regarding the relation which Cuba bears to the world's sugar production and consumption

are especially important to the United States, which consumes in normal years over 20% of the entire sugar production of the world, our consumption of the world's output of sugar in 1914 having been 21%; in 1917, 23%, and in 1918 more than 21%.

AMERICAN INTERESTS IN CUBA

Other facts as to the prospective condition of the world's demands upon the sugar producers of Cuba are especially important to the United States in view of the fact that American capital forms nearly one-half of the total investments in sugar production in Cuba. While no exact figures can be cited as to the amount of American capital invested in sugar production in Cuba, especially since the ownership in many of the mills and plantations is divided between Americans, Europeans and Cubans, the opinion of those who have carefully studied the subject is that Americans own between 40% and 50% of the approximately \$600,000,000 worth of sugar mills, plantations and other appurtenances of sugar production in Cuba.

The share of the mills nominally "American" has increased rapidly in very recent years, from approximately 15% in 1906 to about 35% in 1919. We are fond of saying that "trade follows the flag", but the real facts are that trade follows invested capital, and as nearly or quite one-half of the greatest industry of Cuba is controlled by American capital, and a large proportion of the remainder is held by Cubans who are disposed to be friendly to their nearest neighbor—an avowed protector of safe and sane governmental authority—it may be assumed that the capital of the island is friendly to American trade. This is evidenced by the fact that while merchandise from the United States formed but

43% of the imports of Cuba in 1905 it was 53% in 1913, and 76% in the greatly increased total of 1918.

This growing demand for American products, which growth has been coincidental with the increased investment of American capital in that island, is illustrated by the fact that our own exports to Cuba have grown from \$69,000,000 in the fiscal year 1914, which immediately preceded the war, to \$236,000,000 in 1918, and will approximate \$250,000,000 in the fiscal year 1919, while our imports from that island have increased from \$131,000,000 in 1914 to \$264,000,000 in 1918, and seem likely to approximate \$300,000,000 in the fiscal year 1919. The trade between the United States and Cuba which was \$200,000,000 in 1914 will exceed \$500,000,000 in 1919, and may total \$550,000,000.

The above facts regarding Cuba as a sugar producer, present and prospective, are especially interesting in view of the fact that the chief growth in sugar production in the island in recent years has occurred in the eastern section of the island in which section The National City Bank has recently established several branches.

THE PROVINCES AND THEIR INDUSTRIES

Cuba's political divisions beginning at the western end of the island are the provinces of Pinar del Rio, Havana, Matanzas, Santa Clara, Camaguey and Oriente. The two eastern provinces of Camaguey and Oriente form a little more than one-half of the total area of the island, their combined area being 24,300 square miles, out of a total of 44,200 square miles of the entire island. Their population in 1900 was little more than 400,000, and in 1916, (the latest available figures,) was 800,000, out of a

total of 2,650,000 for the entire island. In these two eastern provinces of the island, the output of sugar has grown from 6,580,000 bags in 1914 to an estimated 10,966,000 for 1918, an increase of nearly 39% in the four-year period, while for the remainder of the island the increase was about 36%. These two provinces produced in 1914 but about 31% of the output of the island, and in 1918 approximately 41% of the sugar output of the entire island. The province of Camaguey, in whose capital, the city of Camaguey is located one of the new branches of The National City Bank, increased its output of sugar from 2,063,000 bags in 1914 to about 4,245,000 bags in 1918, while Oriente in which is located the new branches at Manzanillo and Guantanamo, increased its output from 4,516,000 bags in 1914 to an estimated 6,721,000 in 1918.

Equally important is the fact that the expansion of sugar production is likely to continue in these two comparatively new sugar producing provinces. This more rapid growth in sugar production in Camaguey and Oriente is due to the comparatively recent construction of railroads within those provinces, which connect their principal cities and great plantations with numerous ports on the northern and southern coasts of the island, as well as with the capital, the city of Havana.

This great railway system, which runs through the entire length of the island and of which the Cuba Railroad forms the eastern half, cuts through the very heart of Camaguey and Oriente provinces, extending to the extreme eastern end and with several branches to port cities on the northern and southern frontages where the products from the plantations in the interior may take ship for the markets of the United States and Europe. The development of this new central transportation line in eastern Cuba has been the

chief cause in the rapid growth of sugar production, and promises a still further growth by reason of the fact that much sugar area in that part of the island is still undeveloped. Upon this subject that distinguished authority on Cuban sugar, H. O. Neville, in a discussion published in the *Cuba Review* of March 10th, says that the recent construction of the Cuba Railroad from Santa Clara eastward through the provinces of Camaguey and Oriente was extremely important in the development of sugar production in those provinces, and adds:

“All the rich expanse of country, fertile, moderately well watered, clothed with virgin forest on both sides of the comparatively open central plain, was without other transportation than that of the slow ox cart and saddle ponies. A goodly number of mills existed along the coasts of this region, where they could provide their own means of covering the short distance that separated them from their shipping points, but hundreds of thousands of acres of as fine land as could be desired for cane cultivation were lying idle, awaiting the magic touch of the railroad builder to give it life. The establishment of the line has enabled the rapid building of centrals (sugar mills) that has taken place in this territory since the beginning of the European war. * * * Yet, notwithstanding the comparatively large number of mills that have gone in and are being built in this Province, there is abundant space for more. The mills that have gone in have been largely in the North half of the province, following the line of the North Coast Railroad construction to Nuevitas,

and this doubtless influenced the location. But to the south of the Cuba Railroad, lies a large area of black, rich soil, low and flat in many places, and requiring drainage, but capable of producing many and heavy crops of cane. Some day the forest in all this region will go, as has that of the north shore during the last 3 years, and the only thing visible will be the long waving leaves of the cane. The same comment just made regarding Camaguey Province is suitable to Oriente Province. The mills recently established there, with few exceptions, had quite large capacity, thus indicating that there is abundant territory to draw supplies from, and that locations still abound where moderate sized mills could be profitably established."

Santa Clara Province in which the city of Sagua la Grande is on the northern frontier and Cienfuegos on the southern, is an important sugar producing province, its estimated crop in 1918 having been 7,100,000 bags against 6,721,000 in Oriente and 4,245,000 in Camaguey. The percentage of increase in the Santa Clara output, however, has been by no means as great in recent years as was that of either Oriente or Camaguey, the Santa Clara crop having advanced from 5,176,000 bags in 1914 to 7,106,000, while in the case of Oriente the advance was from 4,516,000 bags to 6,721,000, and in Camaguey from 2,063,000 to 4,445,000 bags. Two of the Matanzas branches of The National City Bank of New York are on the northern coast, at Matanzas and Cardenas, and a third at Union de Reyes an important railroad center of the interior. The sugar output of Matanzas is stated at 3,634,000 bags in 1914 and 4,998,000 in

1918, while that of the Havana Province, having the city of Havana as its chief center, was 2,117,000 bags in 1914 and 2,775,000 in 1918. Tobacco is also an important industry in Havana and Pinar del Rio provinces, and it is in those two provinces that the tobacco crop of Cuba valued at about \$40,000,000 to \$50,000,000 per annum is chiefly grown.

TOBACCO

It should not be assumed from the above detailed discussion of the sugar production of Cuba that the prosperity of the Island depends entirely upon that industry. The finest cigar tobacco of the world is produced in the Vuelta Abajo district, in the Pinar del Rio and Havana Provinces, and the value of the crop ranges from \$35,000,000 to \$50,000,000 per year—and if we include the cigars made in the island, probably double that sum. Great opportunities exist in the central and eastern parts of the island for development of the live stock industry which is even at present of very considerable importance, the number of cattle being set down at about 4,000,000 and of horses 750,000. The timber industry is also important and has great future possibilities.

THE MINERALS

Mines of iron, manganese, copper, asphalt, and petroleum are important. Eduardo I. Montoulieu, mining engineer, is responsible for the statement that the Daiquiri and Juragua mines in the Province of Oriente, only a few miles from Santiago de Cuba, have millions of tons of excellent low phosphorous iron ore and hundreds of millions of tons of nickeliferous iron

ores, "constituting the biggest ore-body of high grade iron known in the world, which, in spite of active mining since 1908, can be said to be hardly touched yet." Imports of iron ore into the United States from Cuba average about 750,000 tons per annum and can be greatly increased.

OTHER PRODUCTS AND INDUSTRIES

Other products, many of them of considerable importance and others promising great future development, are: Coffee, cacao, rice, fruits, cocoanuts, henequin or "sisal," of the same grade as that produced in Yucatan, and jute identical with that grown in India, which is now the chief source of that important fibre plant.

Cuba was at one time a large producer of coffee, but the sugar and tobacco industries were of so much greater importance, that the coffee crop was neglected until quite recently, when a high import duty was placed upon coffee with the purpose of re-establishing the industry. This has already had a considerable effect in increasing production, which, however, is still far below the requirements of the population. Cacao is also produced in considerable quantities and with great possibilities as to the future, since certain adjacent islands in the Caribbean are among the most important cacao fields of the world.

Cocoanut production is of very considerable importance and, especially, in view of the great increase of world demand for cocoanut oil, and may become, in the opinion of Alvin Fox, horticulturist on tropical plants, "a well paying business when properly managed," although he adds, that unless the trees are planted in proper locations as to soil and water supply

and receive careful attention, they cannot be expected to prove an important factor in the industry of the island. The henequin or "sisal," presumably introduced from Yucatan, supplies material for the large production of cordage, and recent experiment in growth of jute introduced from India give hope that Cuba may become an important center to the production of this important fibre plant, of which India now has a monopoly.

Still another possibility is the production of petroleum, of which Pablo Ortega, writing in the Cuba Review, says: "The numerous indications of the petroleum discovered, together with the serious efforts now being made to find petroleum in commercial quantities, justifies the assertion that within a short time Cuba may figure as one of the great petroleum producers of the Western Hemisphere." The possibilities of the alcohol industry are also considered very important, as molasses, a by-product of the sugar industry, can be turned into alcohol, which is now looked upon as important, not only for the manufacturing industries, but as a substitute for gasoline in internal combustion engines.

AREA, POPULATION, COMMERCE

Cuba as a whole, including the Isle of Pines which lies just off the southern shore and belongs to Cuba, is about the size of the state of New York, the exact area including the Isle of Pines being stated at 45,881 square miles. Its population is stated at about 2,628,000, or an average of sixty persons per square mile, while the population of our own Porto Rico lying just alongside is 363 per square mile. This present density in population in Porto Rico is six times as great as that of

Cuba. If Cuba were to have as dense a population per square mile as that of Porto Rico at the present time her population would be about 16,000,000 as against 2,628,000 at present, and if it were to have a population as dense as that of Java, that other great sugar producing island, it would approximate 40,000,000.

The per capita commerce of Cuba is very large owing to the fact that its people devote their attention chiefly to production of sugar and tobacco, thus necessitating large importation of foodstuffs, manufactures and material for the sugar factories and the exportation of a very large proportion of their natural products. The imports of Cuba average about \$98 per capita as against \$28 per capita by the people of the United States and the exports \$135 per capita as against \$55 per capita by the people of the United States. A growing share of this large trade is with the United States, which now supplies about three-fourths of its imports and takes more than four-fifths of its exports.

RAILROADS

Cuba has about 2,500 miles of railway aside from the private lines of the larger sugar estates connecting their fields and factories with the railway lines of the island. They are: The United Railways of Havana, whose lines extend eastwardly from Havana to Santa Clara; the Cuba Railroad, extending eastwardly from Santa Clara to Santiago and Guantanamo at the eastern end of the island, and the Western Railway of Havana, which extends westwardly from Havana to the western end of the island. These three organizations in conjunction give a through stretch of railway line from one end of the island to the other, with

numerous radiating lines or branches extending to the northern or southern frontages.

The northern coast is reached from this great Central line by approximately a dozen short lines, and the number extending from the main line to the southern coast is nearly as great, thus giving to Cuba larger railway mileage in proportion to area than in many of the islands and countries of the world. The number of miles of railway per 1,000 square miles of area is 53, as against 52 in Japan, 43 in Mexico, 34 in Java, 33 in Greece, 22 in Uruguay, and 20 in Argentina. The lengths of the various lines are: Cuba Railroad, about 600 miles; United Railways of Havana, approximately 700; Cuban Central, 350, and Western Railway of Havana, 150.

One especially interesting feature of the trade between the United States and Cuba, and which is facilitated by the Cuban railway system, is the fact that cars loaded at any point in the United States may be unloaded at any point in Cuba without breaking bulk and vice versa, the Cuban products passing direct without breaking bulk from the place at which they take rail to their destination in the United States. This unique condition of the traffic between the United States and Cuba is due to the fact that the great car ferry system inaugurated a few years ago now transfers loaded cars from Key West in Florida to the port of Havana, whence they pass to the railroad tracks and are thence moved by engines to their destination in any part of the island, while freight originating in Cuba travels by rail to the port of Havana, passing thence by the car ferry to Key West, Florida, and thence to their destination in any part of the United States.

BRANCHES IN CUBA
OF
THE NATIONAL CITY BANK OF NEW YORK

Branches of The National City Bank of New York have been established in 15 principal cities of Cuba, these municipalities having a population totalling more than 1,000,000. The important part which each of these cities plays in Cuban industry and commerce, is briefly described in the following paragraphs:

ARTEMISA is a thriving city in the Province of Pinar del Rio, about 40 miles southwest of the city and port of Havana. It is on the railway which extends from Havana to the western end of the island and about midway between the Gulf of Matamano at the South and Santiago de Nunez on the northern shore of the island, with the United States coaling station also within a short distance, on the northern shore of the island. It is also within a comparatively short distance by a high road from Guanajay on another line of railway, and is the center of an important producing area in tobacco, fruits, vegetables, sea-island cotton, sugar cane, coffee, rice, and cabinet woods. The population is estimated at about 20,000 and rapidly increasing. The products of the immediately surrounding section are moved by railway and coasting vessels chiefly to Havana and a part of them passing thence to the United States, this being especially true of the tobacco and tropical fruits. The population of Artemisa is estimated at about 20,000, and that of the Province of Pinar del Rio, 275,000. The branch of The National City Bank of New York was opened June 11, 1919.

CAIBARIEN is a growing city of Santa Clara Province, with a present population of about 15,000, located on the northern coast of the island with ample railroad facilities to the interior. One railway line connects it with the cities of Santa Clara and Sagua la Grande, and another with the city of Placetas, which is an important point on the great through railway line extending from the eastern to the western end of the island. The fact that Santa Clara is one of the important sugar provinces of the island and has also great possibilities in live stock and minerals, especially copper and iron, renders Caibarien an important port and city in the present and prospective trade of the island. The producing and consuming power of the adjacent territory is important, the population of Santa Clara Province being in round terms 600,000, an average of 72 per square mile as against an average of 60 per square mile for the entire island. The branch of The National City Bank of New York was opened May 20, 1919.

CARDENAS is an important port on the northern frontage of the island, situated about 80 miles east of Havana, with which it is connected by rail. It is described by the New International Encyclopedia as one of the most important commercial ports of the island, its chief product being sugar, bought largely by American firms. Railway lines connect Cardenas with the great central system of Cuba and, also, with the Port of Cienfuegos on the southern frontage. The harbor is broad, and although at present shallow, has possibilities of great improvement. Sugar, tobacco, fruits and rice are produced in the adjacent area, and facilities for shipment from the interior to this port are excellent. The population, according to the latest official

estimate of 1914, is placed at 32,513, and the unofficial 1919 estimate is 35,000. The population of the Province of Matanzas in 1916 is officially estimated at 280,-353, and unofficially the population is estimated in 1919 at 290,000. The Cardenas branch of The National City Bank of New York was opened January 16, 1919.

CAMAGÜEY (formerly called Puerto Principe) is described by the 1919 edition of the Encyclopedia Americana as the largest inland city of the island. It is the center of a great cattle raising district located at the very center of the Province of Camaguey and only about 20 miles by rail from the port of Nuevitas, and in this important location commands the trade of the great province of Camagüey with a population of about a quarter of a million, and of the rapidly increasing sugar plantations recently established, and also of the important cattle industry of that part of the island, while the iron, copper, asphalt and lumber industries also add to the business activities of this great interior center. The population of the city of Camaguey is stated by the Statesman's Year Book at 93,057 in 1916, and is estimated at 97,000 in 1919. That of the Province is estimated at 205,000. The branch of The National City Bank of New York was opened April 1, 1919.

CIEGO DE AVILA is a thriving city in the western part of the Province of Camagüey, and of especial importance as a railroad center. It is located at the crossing of the Cuba Railroad and the Jucaro and San Fernando line. This latter line crosses the island from north to south almost at its center, connecting the ports of Jucaro at the south and San Fernando on the north. The city of Ciego De Avila, located at the point at which its north and south line crosses the island and

intersects the Cuba railway line running east and west through the island, commands the trade of an extremely important section of Cuba, and especially of the Province of Camagüey, of which the sugar production is estimated at over 5,065,000 bags in 1919. Other important productions of the surrounding area are lumber, live stock and fruits. The population is estimated in 1919 at 12,000, but rapidly growing by reason of its position as a railway center. The population of the Province of Camagüey is estimated at 205,000 in 1919. The branch of The National City Bank of New York was opened on July 1, 1919.

CIENFUEGOS is one of the important ports on the southern frontage of the island, lying about 150 miles southeast of Havana, with which it is connected by rail and steamship lines touching Surgidero, a port immediately south of Havana, and it has also similar connections with the eastern end of the island. Its railway lines give it a direct connection with Havana at the west; Santa Clara, Camagüey, Manzanillo, Santiago, and Guantanamo at the east, and a direct line northerly across the island to Sagua La Grande on the northern coast of the island. Its commercial progress in recent years has been rapid, and the Encyclopedia Americana, issued in 1919, says, "It is now the second seaport of Cuba." The sugar estates in the vicinity are large and productive, of the most modern plan, and it is stated as the center of the sugar trade on the Caribbean Coast. By steamer it is in regular communication with New York, as well as the southern coast of the island. It is a city of attractive, well-shaded streets, substantially built houses, theaters, social clubs, Government hospital, and has a consider-

able manufacturing industry. The population in 1916 is stated by the Statesman's Year Book as 82,092, and is estimated in 1919 at about 86,000, while that of the Province of Santa Clara is approximately 610,000. The branch of The National City Bank of New York was opened January 2, 1919.

GUANTANAMO is in the Province of Oriente, almost at the eastern tip of the island of Cuba. It is situated near the head of Guantanamo Bay, which lies about 50 miles east of the city of Santiago, and is of especial importance by reason of the fact that this bay is the chief naval base of the United States in the West Indies and also a favorite place of residence by the wealthy planters of that section of the island. Guantanamo Bay was, as is well known, the scene of important military and naval activities during the Spanish-American War, and the fact that the United States Government has through a permanent lease from the Cuban Government established this port as the chief naval base of the United States in the West Indies, adds to its importance as a business center, and especially so in view of the fact that it is one of the eastern termini of the great Cuba Railroad stretching thence westwardly through the island and connecting with all of its cities and ports even to the extreme western end. It is an especially attractive winter resort and is described by the Encyclopedia Americana as "favorably known before 1898 for the beauty of the groves of lime and lemon trees, the coffee plantations and the residences of wealthy planters who made the heights overlooking the bay a favorite place of resort." Its population in 1916 is given by the Statesman's Year Book at 60,216. The branch of The National City Bank of New York was opened April 15, 1919.

HAVANA, the capital of the island and its most important port, lies on its northern frontage, on a peninsula bounded by the Gulf of Mexico and the Bay of Havana, and is one of the safest harbors in the world, while its depth is sufficient for vessels of the greatest draft. It comprises an area of about nine square miles and is protected by a sea wall on the left. The older portion of the city has many characteristics of the Colonial town, but beyond the limits of the old city, Havana is essentially modern, with well laid out and broad streets, abundance of promenades and picturesque plazas which would do credit to any city on any continent, and extremely attractive public buildings, hotels, theaters, clubs and private residences. Its chief industrial establishments are its cigar and tobacco factories, which are the largest in the world, and numerous smaller industries growing out of the great tobacco and sugar production of the island. It is the center of the great railway system of Cuba, which aggregates about 2,500 miles in length, stretching eastwardly to Santiago and Guantanamo and westwardly through the Province of Pinar del Rio to within a few miles of the western end of the island. A very large proportion of the great sugar crop of Cuba passes through Havana en route to the United States, which in normal times controls four-fifths of the Cuban sugar crop, although during the closing years of the war an unusually large percentage was diverted to Europe by reason of the extreme demands of that market. The city is closely connected with the various ports of the United States, especially with Key West, which is only about 100 miles distant, and with New York by steamship, 1,227 miles away. The car ferry, recently established, transports both freight and passenger cars regularly between Havana and Key West, so that cars may load

at any point in Cuba and deliver their freight without breaking bulk to any points in the United States. Merchandise from any point in the United States reaches Havana by the railway car ferry, and thus may be transported without breaking bulk from the place of production in the United States to any railway point in Cuba. Havana is the most important commercial industrial and financial city of the island. Its population is stated in the latest official reports of 1916 as 359,259 and estimated in 1919 at 375,000. Quite naturally, Havana was the city selected for the first branch in Cuba of The National City Bank of New York, it having been established August 20, 1915, while sub-branches have recently been opened at Cuatro Caminos and Avenida Italia, in Havana.

MANZANILLO is a coast city in the southwestern section of the Province of Oriente, the most easterly province of the island. It stands upon the important Gulf of Guanacabo and is connected by rail with Bayamo, an important station of the Cuba Railroad, the great central railway line of the island. Manzanillo is the capital city of the Province of Oriente (formerly known as the Province of Santiago de Cuba). The spacious harbor upon which it stands, protected by the Keys of Manzanillo, is one of the most important on the southern coast of Cuba, and is the chief port for the sugar, tobacco, and lumber of the fertile Cauto Valley. The population is given by the Statesman's Year Book at 62,485 in 1916, while the population of the Province of Oriente, of which it is one of the three principal ports, is stated at 604,530 in 1916, a larger population than that of any other province in the island except Havana which had in that year a total of 688,057. The 1919 population of Manzanillo is estimated at

65,000, and of the Province, 625,000. The branch of The National City Bank of New York was opened April 15, 1919.

MATANZAS is a city of approximately 60,000—the capital of the province of the same name—and is described as the third city in population in the Republic. It is situated on the north coast of the island, about 45 miles east of Havana and 20 miles west of Cardenas, previously described. It stands at the head of the Bay of Matanzas and is the center of the commercial and most thickly populated section of the province, and is described by the New International Encyclopedia as “second only to Havana as a commercial and railway center.” Its exports are chiefly sugar, molasses, rum and fruits, and its imports of all classes are drawn chiefly from the United States. Its industries include a petroleum refinery, which distributes its products to the whole island; sugar refineries, rum distilleries, fruit canneries, car and machine shops, and numerous smaller industries, including the manufacturing of cordage from the henequin or “sisal” fibre grown in that section of the island. Its railway connection with Havana at the west and with the entire eastern end of the island is excellent. The population is stated officially in 1916 as 56,468, and is estimated at 60,000 in 1919. That of the Province of Matanzas is stated officially at 280,353 in 1916 and estimated at 290,000 in 1919. The branch of The National City Bank of New York was opened January 2, 1919.

PINAR DEL RIO is the capital of the Province of Pinar Del Rio, which comprises the western end of the island. The province of which it is the capital is noted as the producer of the finest tobacco grown, although

other agricultural products are also raised in the province. On the southern slope of the province is the celebrated Vuelta Abajo, where the finest tobacco in the world is grown, and the city of Pinar Del Rio may be considered the center of this important industry. It is located upon the railway line running southwest from Havana to the western end of the island, and is about 90 miles from the Port of Havana, from which most of the products from the province are exported. Coffee, sea island cotton, fruits and sugar are also produced, while there are extensive lumber, copper mining and live stock industries. The population of the city of Pinar Del Rio is estimated at 55,000 and that of the entire province at 275,000. The branch of The National City Bank of New York was opened June 24, 1919.

SAGUA LA GRANDE is an important industrial and trade center in the Province of Santa Clara, lying within about five miles of the northern coast of the island, with which it is connected by the Sagua River. It is about 30 miles north of the city of Santa Clara, the capital of the province, and approximately 100 miles east of Havana. It is the seat of an important manufacturing industry in lumber, and has also important machine shops. It handles for exportation purposes a very considerable proportion of the sugar production of the province. The products of the adjacent country include sugar, timber, live stock and fruits. The Province of Santa Clara ranks second among the great sugar producing areas of the island, the estimated sugar output for 1919 being 7,320,000 bags, and only exceeded by the Province of Oriente, in which the output in 1919 is estimated at 7,618,000. The population of Sagua La Grande is estimated at

31,000, and of the Province of Santa Clara, 610,000. The branch of The National City Bank of New York was opened January 2, 1919.

SANTA CLARA is the capital city of the Province of Santa Clara, one of the most important provinces of the island, commercially and industrially. It lies about 200 miles east of Havana on the great railway line which connects the city of Havana with the eastern end of the island and is midway between the northern and southern shores of the island. It is the heart of an extremely productive region in both agriculture and minerals. The population of the province is about 600,000 and is rapidly increasing, especially in view of the great mineral wealth as well as that of sugar and other agricultural products. It is in close rail connection with Sagua la Grande on the northern coast of the island and Cienfuegos on the southern coast, with a score of smaller cities and towns upon the numerous railway lines stretching to the east and west as well as to the northern and southern shores of the island. The latest edition of Lippincott's Gazetteer, discussing the city of Santa Clara, says "the city is well built—with wide streets, has electric lights, the surrounding region is rich for agricultural and grazing purposes, the tobacco production is of high grade, and mines of gold, graphite, copper, and asphalt are worked." The Statesman's Year Book of 1918 states the population of the city of Santa Clara in 1916 at 57,767. Its present population is estimated at about 65,000. The branch of The National City Bank of New York was opened June 23, 1919.

SANTIAGO DE CUBA is the most important city and port in the eastern end of the Island of Cuba. It is

the capital of the great Province of Oriente, which has an area of 1,427 square miles and a population of 604,530 in 1916, and lies at the northern end at the Bay of Santiago, on the southeastern coast, 470 miles in a straight line southeast from Havana. The bay has a harbor of the first class, capacious and completely land-locked, and the city and port are thus considered the most important in the eastern end of Cuba. A railway line connects it with the great Cuba railroad system, which stretches eastwardly from the city of Santa Clara to Santiago de Cuba and also connects the latter with the port of Antilla on the northern coast. Other cities comparatively near to Santiago are Guantanamo at the east and Manzanillo at the west. The industries and commerce of the city are supported by the rich mining districts in this section of the island, and include iron foundries and machine shops, tobacco factories and many similar manufacturing industries, including also, sugar, coffee and sea island cotton, iron ore and manganese, sugar, tobacco, coffee and cabinet wood which are exported from the port, a large proportion passing by steamer around the eastern end of the island and thence to New York. Also, a considerable percentage finds its way by rail to Havana, where it takes ship for all ports of the world, especially the United States. The population of Santiago is stated officially as 63,041 in 1916, and is estimated at 68,000 in 1919, while that of the Province of Oriente, of which it is the capital city, is estimated at 625,000 in 1919.

UNION DE REYES is more distinctly a railroad center than almost any other single city of Cuba, for an examination of the map of the island shows no less than six railway lines centering at Union de Reyes. It lies in the eastern end of the Province of Matanzas,

about 50 miles east of Havana, but 20 miles south of Matanzas, an important port on the northern front of the island. With the six railroad lines centering at this little city and its close relationship to Havana, Matanzas, Cardenas, Santa Clara and other cities of the east, it is rapidly gaining in importance from the business standpoint, especially from its central position in the great producing Province of Matanzas, whose sugar output for 1919 is estimated at over 5,000 bags. The population of Union de Reyes is estimated at about 15,000, and of the Province of Matanzas, 290,000. The branch of The National City Bank of New York was opened June 23, 1919.

Commerce of Cuba with Principal Countries and Principal Articles

Also Details of Commerce with the United States

Imports from Principal Countries

(Years Ending June 30)

	<i>1914</i>	<i>1915</i>	<i>1916</i>	<i>1917</i>	<i>1918</i>
United States.....	\$71,420,000	\$78,972,000	\$149,591,000	\$206,823,000	\$222,262,000
United Kingdom..	15,619,000	15,004,000	16,715,000	15,353,000	9,155,000
Spain	10,884,000	10,459,000	12,399,000	16,152,000	10,392,000
France	8,257,000	4,240,000	5,358,000	6,227,000	7,044,000
India	2,897,000	3,023,000	3,340,000	4,578,000	3,270,000
Canada	1,665,000	1,309,000	1,317,000	3,631,000	2,987,000
Germany	8,276,000	2,219,000	64,000	3,000	.....

Exports to Principal Countries

United States.....	\$136,936,000	\$185,995,000	\$247,197,000	\$257,729,000	\$293,998,000
United Kingdom..	18,245,000	24,218,000	52,379,000	73,457,000	95,817,000
Spain	1,325,000	3,157,000	20,339,000	13,807,000	6,776,000
France	2,652,000	854,000	8,366,000	11,031,000	5,657,000
Canada	2,066,000	1,416,000	770,000	1,022,000	1,120,000
Germany	4,436,000	645,000	.....	.....	.....

Tables showing the value of the trade of Cuba and the share thereof with the United States during recent years follow; also statements showing the important articles imported from and exported to Cuba.

Imports and Exports of Cuba

and Share of the United States therein

1913 to 1918—In U. S. Currency

I M P O R T S

YEAR ENDING JUNE 30TH	TOTAL	FROM U. S.	% FROM U. S.
1913....	\$132,337,000	\$70,707,000	53.3
1914....	118,202,000	68,623,000	58.1
1915....	140,885,000	90,462,000	64.2
1916....	215,962,000	153,021,000	70.9
1917....	256,085,000	174,080,000	68.0
1918....	302,173,000	230,000,000*	75.9

E X P O R T S

YEAR ENDING JUNE 30TH	TOTAL	TO U. S.	% TO U. S.
1913....	\$165,207,000	\$132,581,000	80.3
1914....	173,343,000	145,316,000	83.8
1915....	235,478,000	195,289,000	82.9
1916....	320,719,000	241,764,000	75.4
1917....	355,851,000	255,275,000	71.7**
1918....	370,581,000	266,000,000*	71.9**

Trade of the United States with Cuba

1900 to 1919

	IMPORTS INTO U. S. FROM CUBA	EXPORTS FROM U. S. TO CUBA
1900....	\$31,372,000	\$26,504,000
1901....	43,423,000	25,964,000
1902....	34,695,000	25,711,000
1903....	62,943,000	21,762,000
1904....	76,983,000	27,377,000
1905....	86,304,000	38,381,000
1906....	84,982,000	47,764,000
1907....	97,442,000	49,305,000
1908....	83,285,000	47,161,000
1909....	96,722,000	43,913,000
1910....	122,528,000	52,859,000
1911....	110,309,000	60,709,000
1912....	120,154,000	62,203,000
1913....	126,088,000	70,581,000
1914....	131,304,000	68,884,000
1915....	185,707,000	75,530,000
1916....	228,978,000	127,199,000
1917....	253,395,000	178,297,000
1918....	264,024,000	235,682,000
1919....	320,000,000***	230,000,000***

* 1918 figures of Trade with United States based on United States figures of trade with Cuba.

** Reduction in percentage of exports to United States due to control of sugar movements in behalf of European Allies.

*** Estimate based on ten months official figures.

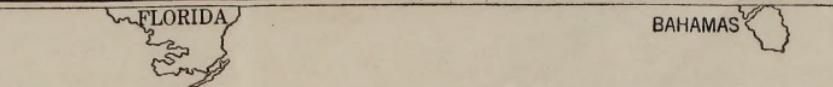
Principal Articles forming the Trade of the United States with Cuba

Principal Imports Into U. S. from Cuba

	FISCAL YEAR 1918		NINE MONTHS ENDING WITH MARCH, 1919	
	Quantities	Value	Quantities	Value
Bananas (bundles).....	1,151,165	\$482,406	453,861	\$168,699
Cattle hides (lbs.).....	12,065,247	2,361,679	7,527,823	1,574,149
Copper ore (lbs.).....	37,010,920	7,357,480	16,339,660	3,563,939
Iron ore (tons).....	605,625	1,950,384	416,177	1,760,992
Leaf tobacco (lbs.).....	20,517,526	15,987,345	14,090,155	12,839,906
Sugar (lbs.).....	4,560,749,643	219,461,319	3,284,789,114	167,840,883

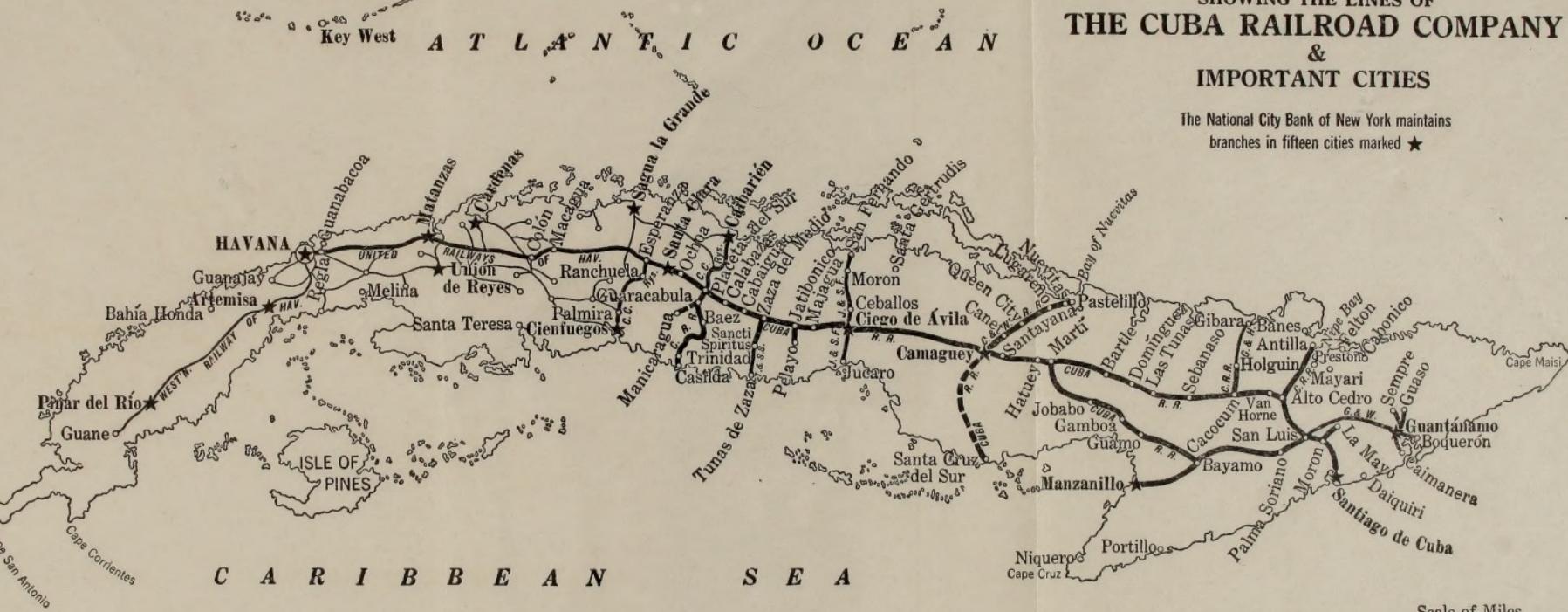
Principal Exports from U. S. to Cuba

	FISCAL YEAR 1918		NINE MONTHS ENDING WITH MARCH, 1919	
	Quantities	Value	Quantities	Value
Auto, passenger (No.).....	2,961	\$3,029,813	1,326	\$1,965,579
Boots & shoes, men's (prs.)	1,480,255	4,442,335	1,236,152	4,460,037
Boots & shoes, women's (prs.)	1,326,995	2,227,805	1,018,863	1,964,285
Boots & shoes, children's (prs.)	2,631,306	3,003,835	1,436,388	2,023,283
Cement (bbls.).....	857,756	2,006,065	280,012	837,782
Coal (tons).....	1,494,137	7,974,281	770,356	4,865,465
Cotton cloths (yds.).....	81,091,486	10,760,828	31,206,431	6,728,359
Cotton, knit goods.....	.....	2,879,474	.....	1,992,098
Eggs (doz.).....	7,996,499	2,793,746	7,052,606	2,614,809
Pork, pickled (lbs.).....	8,935,072	2,148,796	4,700,589	1,142,249
Lard (lbs.).....	52,566,358	14,334,719	5,418,598	1,311,548
Bacon (lbs.).....	20,318,559	5,524,695	4,975,389	1,327,548
Hams, etc. (lbs.).....	9,990,141	2,669,458	5,284,531	1,668,021
Tires for autos.....	.....	1,336,233	.....	1,492,271
Locomotives (No.).....	104	1,177,506	57	910,205
Sewing machines (No.).....	.....	526,646	.....	369,453
Typewriters .....	.....	7,480,714	.....	185,589
Pipes & fittings, cast (lbs.)..	29,911,669	1,588,229	10,262,957	612,596
Pipes & fittings, wrought (lbs.)	16,241,194	1,133,732	12,772,143	1,034,803
Rails for railways (tons)....	61,660	3,172,699	31,684	2,070,653
Tin plate & manufactures of (lbs.)	5,018,118	563,212	4,178,000	432,582
Structural iron & steel (tons)	17,763	1,825,588	8,570	775,815
Wire, barbed (lbs.).....	13,431,179	661,694	6,986,359	374,343
Wire, other (lbs.).....	4,649,764	395,938	2,750,499	285,615
Milk, condensed (lbs.).....	33,594,661	4,801,681	18,953,632	2,936,989
Mineral oil, crude (gals.)...	7,147,003	778,375	6,724,788	798,002
Mineral oil, illuminating (gals.)	5,213,396	896,150	1,454,650	219,906
Mineral oil, lubricating (gals.)	3,579,613	1,345,449	2,845,330	1,316,706
Gasoline (gals.).....	6,217,575	1,461,182	2,580,094	662,533



MAP OF CUBA
SHOWING THE LINES OF
THE CUBA RAILROAD COMPANY
&
IMPORTANT CITIES

The National City Bank of New York maintains
branches in fifteen cities marked ★



Scale of Miles
0 20 40 60 80
GENERAL DRAFTING CO., INC. N.Y.



Foreign Trade Facilities

FIFTY-SEVEN branch banks of THE NATIONAL CITY BANK OF NEW YORK—including those of the International Banking Corporation, now directly included in its organization—are established in all parts of the world to serve banks, manufacturers and merchants.

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Rosario

BRAZIL

Pernambuco
Bahia
Rio de Janeiro
Santos
Sao Paulo

CHILE

Santiago
Valparaiso

RUSSIA

TEMPORARILY CLOSED
Moscow
Petrograd

CUBA

Artemisa
Caibarien
Camaguey
Cardenas
Ciego de Avila
Cienfuegos
Guantanamo
Havana
Manzanillo
Matanzas
Pinar del Rio
Sagua la Grande
Santiago de Cuba
Santa Clara
Union de Reyes

URUGUAY

Montevideo

VENEZUELA

Caracas
Maracaibo

PORTO RICO

San Juan

ITALY

Genoa

TRINIDAD

Port-au-Spain

An office of THE NATIONAL CITY BANK OF NEW YORK is maintained in Copenhagen, Denmark, and an agency in Vladivostok, Siberia.

Branches of the INTERNATIONAL BANKING CORPORATION

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Canton
Hankow
Hong Kong
Peking
Shanghai
Tientsin

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San Pedro De Macoris
Santiago
Santo Domingo

INDIA

Bombay
Calcutta
Rangoon

CALIFORNIA

San Francisco

ENGLAND

London

JAVA

Batavia
Soerabaya

PHILIPPINE ISLANDS

Cebu
Manila

PANAMA

Colon
Panama

STRAITS SETTLEMENTS

Singapore

COLOMBIA

Medellin
Kobe

JAPAN

Yokohama

THE NATIONAL CITY BANK OF NEW YORK

55 Wall Street, New York

Established 1812

Combined Resources \$1,030,017,654